



Kansas City Elevator Superintendents stage a fine get-together meeting with Elevator Superintendents in Kansas on Oct. 11, 1949. Held at the Stamey Hotel in Hutchinson it was preceded by a sirloin steak dinner.

# Grain

NOVEMBER, 1949

THE MAGAZINE OF PLANT MANAGEMENT AND OPERATION





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# Grain

NOVEMBER  
1949

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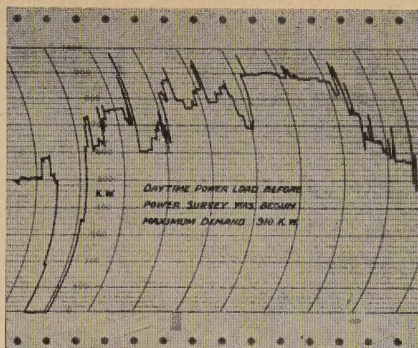


Fig. 1—This is the graphic chart of the total power load of the plant, at the time the extensive studies of the use of power were begun. The peak load represents a 15-minute demand of over 900 KW.

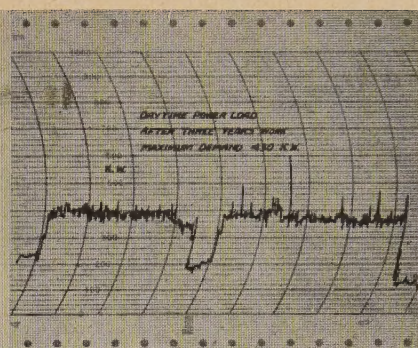


Fig. 2—Graphic chart of the daytime power load after removing grounds, properly loading motors, improving machines, changing operating schedules, and controlling demand. The daytime demand has been reduced from 900 to 430 KW.

## Graphic Instruments Disclose Ways to Cut Demand and Energy Costs

By LEONARD J. DANIELSON

Gen. Foreman, Arcady Farms Milling Co., Riverdale, Ill.

OUR PLANT produces a variety of high-grade stock feeds. The equipment consists of conveyors, elevators, grinders, mixers, together with the usual complement of special machinery found in modern plants of this type. Electrical power for lighting and driving the machinery is purchased on a demand-energy contract. The connected load consists of 200 electric motors, aggregating approximately 2,200 h.p.

During the depression, the resulting decline in business led the company to consider means of reducing operating expenses and to the writer fell the job of studying our power situation for the express purpose of reducing power costs and increasing the efficiency of plant operation. The

what we did, how we went at it, and to disclose something of the results.

It should be noted (from the foregoing paragraph) that this original study was made some time ago. However, the same fundamental facts apply today. The connected load and power consumption have been more than doubled. But the ratio prevails and the savings have been proportionately doubled. Bearing this in mind, the charts presented will bear a readily computable relationship with present figures. Multiply results by two and present-day figures appear. For convenience sake the original charts and studies are presented here.

Having obtained the necessary graphic instruments we started out to find how much power we were using, when and where we were using it, what were the elements of cost, and what we could do, if anything, to reduce that cost. Although we thought we had a fine plant, we discovered much more than we anticipated, and



L. J. Danielson

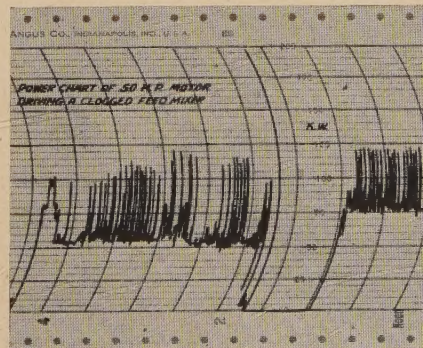


Fig. 3—Graphic chart of the load on a 50-hp. motor which drives a machine used for mixing molasses with ground grain. This chart showed that something was wrong with this unit.

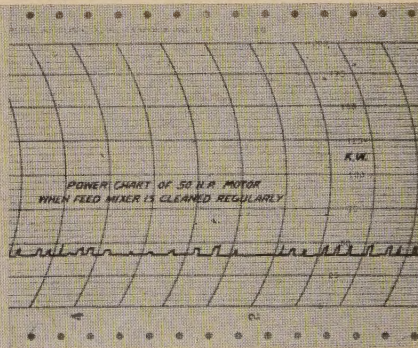


Fig. 4—This chart was made after discovering the correcting the trouble; it shows a smooth, uniform operation. The power consumed has been reduced and the output of the machine practically doubled.



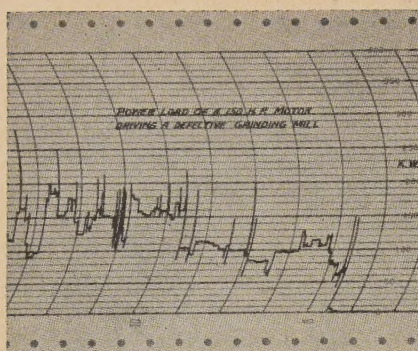


Fig. 5—A 150-hp. motor driving a grain grinder showed a power load which was excessive and variable. Investigation showed that the fan failed to pick up the ground material fast enough, causing it to become clogged periodically. The fan was redesigned and rebuilt, giving the result shown in Fig. 6.

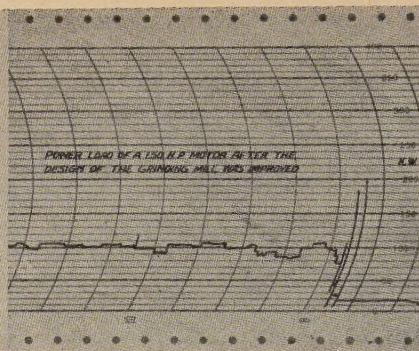


Fig. 6—This chart shows the operation of the grinder after the fan was rebuilt. The power consumption is materially reduced; the load is steady, and the capacity of the machine has been increased 50%. This machine had been in use a number of years, and it required a chart of the load to disclose that something was wrong.

we have been able not only materially to reduce our power costs, but also to improve the performance of many of our machines.

Placing a graphic wattmeter in the incoming power main, charts were obtained which showed the rate at which power was being used throughout the day and night. In Fig. 1 is a portion of one of these charts showing the load from 7 a.m. until 4 p.m. In the first tests made we found that we had grounds which were losing 26 kw. continuously. Removing these saved 227,760 kw. hrs. per yr.

### Reducing Maximum Demand

It was clear also that large loads were being thrown on the line at any time, with no regard whatever for their effect on the maximum demand. The chart in Fig. 1 shows a pyramiding of loads which represents a demand of 930 kw., between 10:00 and 11:00 a.m. Since the night off-peak demand rate is considerably less than the daytime rate, we transferred our heaviest load to the night run. This greatly reduced the demand charges, and since this load consisted of grinders preparing grain for processing in the daytime, production was not affected.

### Controlling Maximum Demand

Having reduced the maximum demand and being able to determine the limits which it ought not to ex-

ceed in the daytime or during the night, we then undertook to provide means for controlling it, in order to prevent the pyramiding of peak loads.

On a graphic meter in the main power circuit we placed contacts which would close when a predetermined load was on the circuit. Because the allowable maximum loads which we set upon were not the same for the day and the night, an electric time clock was installed to control the sequence of contacts for day and night loads.

These contacts on the meter operate signal lamps located at strategic points in the plant. These lamps signal the operator when his load is low, and he knows then that he may increase it; they tell him when he has the desired load, so he can maintain it. A graphic record of the load tells whether or not he obeys the signals.

The results of these changes are well illustrated in Fig. 2, which is a chart of the daytime demand at the present time. Note that the load is uniform, and that the daytime demand is about 430 kilowatts, while in Fig. 1 the demand was a little in excess of 900 kw.

### Effect on the Power Bills

A comparison of monthly power bills before and after the studies were made is also revealing.

In addition to readjustment of our schedule of operation, we carried the

graphic meter tests down to each individual motor, and by so doing we have been able to overcome many causes of power waste, inefficient performance of machines, and causes of interruption. And let me say in passing that an engineer who has graphic instruments available is better able to solve his own problems, and to assist other departments in solving theirs, as well.

In these individual motor surveys, we have found numerous places where we could correct difficulties and improve machine operation. It is impossible in the space allotted to do more than mention a few such instances.

### Shutting Down a Motor

We were running a small shaker which separates string and tags from feed salvaged from bag cleaning. This machine, with a number of others, was belt driven from a line shaft driven by a 25-h.p. motor. All the other machines were shut down at night, and the 25-h.p. motor and the line shaft were run all night just to drive the shaker. A 1-h.p. motor now drives the machine, and the big motor and the line shaft are down at night.

### Power Loss and Repairs Reduced

We have a rotary drying oven which originally was driven by a 5-h.p. motor. The motor ran hot and kept tripping out. When shut down with the heat on, even for a short time, the oven would buckle and sag at the bottom, requiring expensive repairs. We hooked our graphic meter in the motor circuit early in the morning before operations started. With the oven cold the motor showed a 2-h.p. load. But when the heat was turned on the load gradually increased to 7 h.p. and then the overload trip shut the motor down.

Investigation revealed that when the oven was installed, sufficient space had not been left between the end of the oven and a stationary plate. When the oven expanded due to the heat, this plate formed an excellent brake. Instead of putting in the larger motor which the oven operator had requested, we increased the space between the oven and the plate, took

#### BEFORE LOAD STUDY

147,129 K. W. H. ....	Energy
710.4 K. W. ....	Demand
Energy Charge .....	\$1,299.77
Demand Charge .....	1,279.58
	<hr/>
	\$2,579.35
3% discount for prompt payment ....	77.22
<hr/>	
NET BILL .....	\$2,502.13

#### AFTER LOAD STUDY

106,156 K. W. H. ....	Energy
Day Demand .....	226.9 K. W.
Night Demand .....	444.4 K. W.
Energy Charge .....	\$1,051.94
Day Demand Charge .....	342.28
Night Demand Charge .....	152.25
	<hr/>
	\$1,546.47
3% discount for prompt payment ....	46.39
<hr/>	
NET BILL .....	\$1,500.08



out the 5-h.p. motor and replaced it with one of 2 h.p.

### Charts Show a Machine that Needed Attention

We have a molasses feed mixer driven by a 50-h.p. motor. When we connected the graphic meter in the circuit of this motor, the chart shown in Fig. 3 was obtained. It was apparent that something was wrong here. When we got into it we found that there was a gradual accumulation of the feed on the shell of the mixer. This would become dry and next day another layer would adhere, so that finally friction developed, causing the excessive overloads shown in the chart.

By arranging to have a man clean this mixer thoroughly every night, we now get the chart shown in Fig. 4. The reader will note that there is a considerable reduction in power, and that the load is steady. The more interesting result, however, is that the output of the machine is now practically doubled.

In Figure 5 is a chart showing the input to a 150-h.p. motor which drives one of our grinding mills. Here we had what was supposed to be a nice steady load, but the chart indicated that conditions were otherwise. By observing the operation of the machine and the recording instrument simultaneously, it appeared that the difficulty was in the fan which draws the ground grain from the mill.

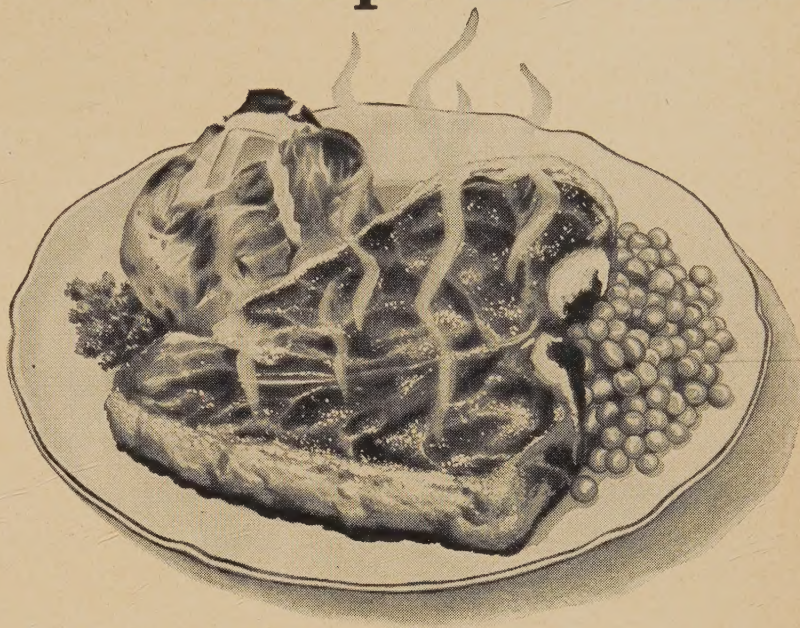
We found that the fan would "load up" periodically and that this loading was accompanied by one of the peaks shown on the record. It is quite probable that this machine was not designed for the particular use which we are making of it. We changed the pitch of the fan blades and today this mill is grinding 50% more grain, with less power consumption. The chart which proves this statement is shown in Fig. 6.

In a plant like this it is intended that there shall be a continuous flow of material in process, and any interruption or failure of one unit affects production all along the line. It is necessary therefore to discover, diagnose and cure each cause of recurring trouble. This study of plant performance is a continuing process. We are striving all the time toward perfection in performance, a condition which we can approach but never reach.

During the few years this work has been going on, we have reduced the energy power factor from .62 to .83, brought the average load factor up to 81 per cent, greatly reduced the number of interruptions and have reduced our power cost approximately \$10,000.00 annually. [The savings now, 1949, are more than double that per year.]

Our language has many silent letters, but the letter "I" is not one of them.

# Everything... except the sizzle!



**ALL** these good things moved by railroad—except the sizzle! Yes, it took a lot of railroading to "cook up" this traditional American meal—juicy T-bone steak, green peas and big, baked potato.

The prize steer, for example, rode all the way from the Western ranges to a Corn Belt feed lot on a special livestock train. Along the route he was properly fed and watered—thanks to carefully watched train schedules and the railroad's precision handling of livestock. Then, fattened, slaughtered and dressed, this choice beef moved tableward once more—in a carefully iced refrigerator car.

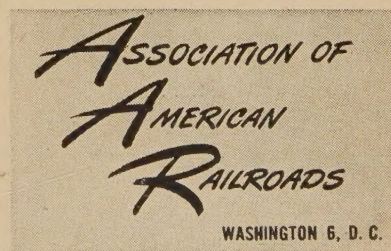
And the potatoes—moving to market from different regions—took skilled railroad handling, too. Suitable cars, heated to hold temperatures above freezing in some areas, refrigerated to keep them properly cool in others, were on hand.

As for the peas, in addition to the fresh crop moving to market in refrigerator cars, the railroads handle most of the frozen, dried and canned varieties.

These are just examples of the way railroad "know-how" gets stirred into

all the different kinds of foods which farmers raise for America's tables. And railroads do know a lot about these foodstuffs. How to anticipate seasonal and regional harvests. How to keep them fresh and flavorful en route. And how to get them to the most profitable markets—speedily and easily.

It's this practical effort to help farmers prosper so that the railroads may prosper, too, that has helped make the American farm and the American railroad system the envy of the world. Between them—efficiently, independently, self-reliantly—they're handling the vital job of helping to feed a hungry world. It is a shipping job, incidentally, which no transportation system except the railroads could handle.



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# Conditions Govern Proper Pulley Selection

By D. G. NEILL

**O**FTEN flat belt pulleys are installed as original equipment for a machine or a drive for operation under specified conditions, but as operating procedures change, the pulleys are not replaced to meet the new conditions. As a result, the pulleys do not transmit the maximum horsepower, they deteriorate, and belting failure frequently occurs.

Attempts to correct the situation are made by changing the belting while the fundamental cause of the trouble is neglected.

Pulleys are made of several materials or combination of

materials—each suited for a particular application. Most pulleys are made of cast iron, pressed steel, solid wood, fiber, or a metal spider with a wood rim.

Regardless of the type of construction a pulley must be true in diameter and its bore or bushing must be at right angles to the direction of belt travel and concentric with the pulley face.

Manufacturers make sure that all pulleys that leave their plants are in good condition, but many times pulleys are damaged prior to installation. Therefore, all pulleys should be checked for accuracy to insure a satisfactory power transmission system.

Material for a pulley must be selected to provide a smooth contact surface, combine strength and light weight, resist overload and shock without damage, conduct heat away from the operating surface, and, where required, resist atmospheric conditions.

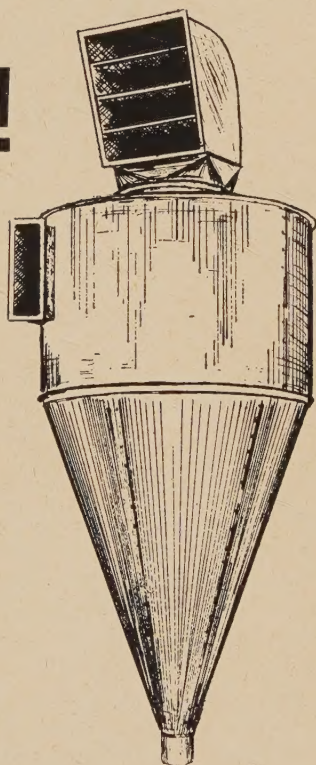
Solid wood pulleys, because of the natural resiliency of wood, are employed when shock loads are encountered.

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## PLANT MAINTENANCE SHOW

Many subjects of vital interest to the grain and grain processing industries will be on the program for discussion at the first Plant Maintenance Show, which will be held in the Auditorium, Cleveland, Ohio., Jan. 16 to 19.

The 4-day exposition, which will be held concurrently with a 4-day conference, is believed to be the first ever devoted exclusively to maintenance. The program will be sponsored jointly by the American Society of Mechanical Engineers and the Society for the Advancement of Management. The Cleveland Engineering Society will be hosts at a dinner for visitors. L. C. Morrow, editor, *Factory Management and Maintenance*, will be chairman.

Topics scheduled for discussion include: "Maintenance Organization and Management"; "Budgeting the Maintenance Operation"; "Selection and Upkeep of Lighting Equipment"; "Upkeep of Motors, Controls and Distribution Equipment"; "Using Electrical Instruments in Maintenance"; "Upkeep of Floors, Walls and Roofs"; "Protection, Decoration and Cleaning of Surfaces"; "Sanitation and Housekeeping"; "Lubrication"; "Application of Service Equipment"; "Protecting the Plant," and "Protecting the Worker."

More than 100 exhibitors will give demonstrations of machinery, materials and methods for reduction of costs in plant maintenance.

Advance registration cards, which will provide admission to both the exhibits and the conference, are obtainable without charge from Clapp and Poliak, Inc., 341 Madison Av., New York 17.

## OUT-OF-TOWN VISITORS

David Swan, Dixie Mill Mch. Co., St. Louis, Mo.

W. C. Wiedenmann, W. C. Wiedenmann & Sons, Inc., Kansas City, Mo.

Knute C. Rockne, Trondhjem, Norway.

Esli A. Marsh, St. Regis Paper Co., Oswego, N. Y.



Wood pulleys are light in weight and are satisfactory for all installations except where they might be subjected to extreme moisture conditions.

Fiber pulleys are particularly adapted for motor and machine applications in that they will withstand shock and peak loads that would often damage cast iron or normal duty pressed steel pulleys of the same size.

Fiber pulleys will withstand normal moisture conditions, but they may be obtained with a special waterproofing for severe moisture conditions or outdoor use.

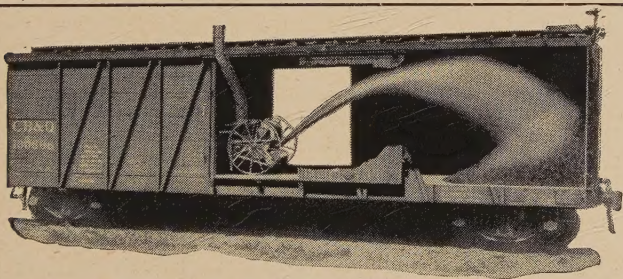
Because of the relative greater weight cast iron pulleys are installed usually when a flywheel effect is desired in a transmission system. They can be used in practically any line-shaft or machine application but are especially suitable for service where excessive dampness or acidic vapors may make the installation of other types of pulleys impractical. Pressed steel pulleys are lighter in weight, are not as brittle, and have a lower initial cost than cast iron, but they are not suitable for installations where excessive moisture or acidic conditions exist.

Light weight and relatively greater strength of metal spider wood rim pulleys permit their installation for services that require higher speeds than are practical with cast iron or normal duty steel pulleys.

Surface of a pulley should be selected so as to provide a coefficient of friction that will give an effective grip between the pulley and belting at the designed speed and load.

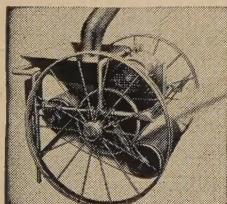
Pulleys of a particular drive must be of the correct size to transmit properly the required power and produce the required speeds. However, they should not be too heavy or large as to require too much power of the transmission system to overcome their inertia or too small to cause unnecessary wear on the belting. — *From a bulletin of the Power Transmission Council.*

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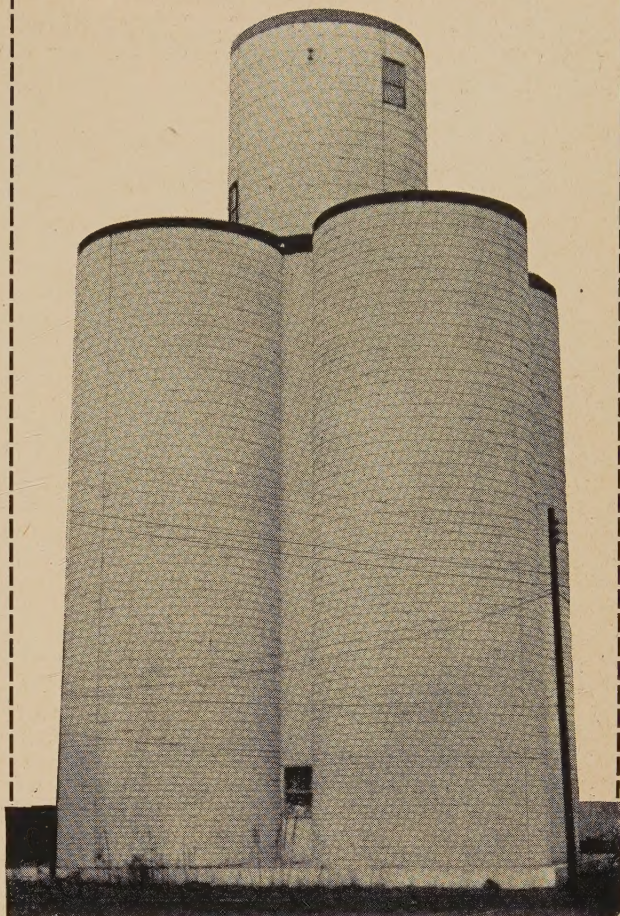
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## THE PRESIDENT'S CORNER

LAST MONTH I was fortunate in being able to attend the splendid convention of the Grain & Feed Dealers National Association at French Lick. It was a meeting largely of management rather than operating executives, but I encountered a number of old friends including some past and present SOGES members.

In such a large gathering it was by no means surprising that I found a few grain men who were not familiar with our Society. To those individuals I explained our aims, our purposes and our achievements. My summary of the work was not only received with respect but I had the distinct feeling that I was your standard bearer and perhaps extending our public relations in a field where it is most needed.

The relations between grain management and ownership on the one hand and grain elevator superintendents on the other have been greatly improved since the organization of our Society. There is no

gulf to be bridged except possibly in better understanding. To attain recognition of our efforts in the highest possible degree is one target at which we should all aim.

Since I became your president, I've had enough curiosity to attempt to trace down the origin of associations. Recorded history doesn't furnish the answer. It is highly probable, since man is a gregarious animal, that there were organized groups long before the printed or written word—perhaps long before hieroglyphics and pictorial messages were carved in stone.

We can easily believe that some form of organization existed in the days of the remotest cave men. Human instinct would recognize the need for this. At first, this group idea was probably only used for mutual protection against natural enemies. But who is there to affirm positively that ideas were not exchanged by group members in those primitive days?

It requires little imagination to

credit some troglodyte with fashioning a stone implement, for example, in a more effective way and passing the information on to members of his special group.

In no society can there be too much individualism if progress is to be made. And much of the progress of civilization itself may be due to the collective efforts of groups or societies which improved existing conditions, solved joint problems, protected against injustices, exchanged ideas and kept each other informed of trends and developments. It is an interesting speculation, and I'm inclined to support it wholeheartedly.

It is true that associations differ in their purposes. One may be a business, or merchandising group; another may be devoted to scientific research, etc., but each, if well-conducted, can function admirably in its particular field. If it does not so function, there is little reason for its existence.

The Society of Grain Elevator Superintendents is primarily a technical organization. Our work is chiefly concerned with more efficient operation of our plants. As executives we must consider also such important matters as reduction of costs, handling of men, safety work, welfare work, etc. However, these are incidental to our main purpose, which is technical.

That our Society also develops leadership must not be overlooked—nor that the present leaders of the industry are identified with it. This gives us a high standing among other technical bodies with parallel objectives. Our aim should be to improve that standing by constant, zealous, efficient work by everyone connected with the organization.

### CHICAGO SOGES TOURS WESTINGHOUSE

The group of SOGES members of the Chicago Chapter who visited the new Westinghouse Mfg. Co., repair and manufacturing plant in Chicago, on Nov. 1, expressed repeated admiration for the scope and efficiency of the plant's operations.

The Society tour covered a great part of the 230,000 sq. ft. area and the visitors were shown in great detail, the facilities for the manufacture and repair of industrial motors, fractional horse-power motors, lighting and power panels, switchgear, control centers, and distribution transformers. The plant was completed in Dec. 1948.

Following the tour, movies of industrial interest were shown and explanatory talks were given by L. N. Goodell, Plant Superintendent; W. R. Jacobs, Supervisor of Maintenance; and Harry McKay, Sales. The afternoon program was under the direction of S. H. Stevenson, Personnel Manager.

The monthly Chapter dinner-meet-

### MAKE YOUR RESERVATION

for the

## 21st Annual Convention Society of Grain Elevator Superintendents

FEBRUARY 28 - MARCH 4, 1950

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ing was held later at the Clearing Industrial Club. Here it was announced by Pres. Lincoln Scott that Irwin Cohen of Arco Bag Co., had been elected to the Board of Directors of the Chicago Chapter. He fills the vacancy caused by the resignation of Ted Badenoch who left Chicago to go to Silver Creek, N. Y.

Coming events are: Nov. 15—Trip to Borden soybean plant, Kankakee, Ill.; Nov. 26 and 27—Outing at Grand Beach, Mich. (including ladies); Dec. 10—Associates' Night (Smoker); Jan. 21—Ladies' Dinner-Dance.

## KANSAS DINNER-MEETING

On Oct 11, 1949, a meeting was held in the Rose Room of the Stamey Hotel in Hutchinson, Kan., of the Society of Grain Elevator Superintendents, presided over by Ralph Yantzi, president of the Kansas City Chapter.

Ward Stanley, First Vice-President, was chairman of the committee of arranging the sirloin steak dinner which was enjoyed by 40 men, 20 of whom were superintendents and associates from Kansas City.

Claude Darby of Simonds-Shields-Theis, of Kansas City, made an interesting speech covering SOGES activities from the beginning to the present time.

Other interesting talks were made by P. S. Hackney, Pillsbury Flour Mills of Wichita and Joe Fleming, Gano Grain Corporation.

A photograph was taken of the group and anyone wanting a copy can contact me. [See front cover of GRAIN this issue.]

After dinner the Hutchinson boys took everyone to the Officers Club where a good time was had by all.—Robert T. Congrove, Secy.

## MINNEAPOLIS NOTES

By Frank M. Darner

A meeting of the Minneapolis SOGES Chapter was held on Tuesday, Nov. 1 at Freddie's Cafe. This was Foremen's Night and the topic of discussion was "Safety." The program was conducted by A. T. Spotswood, Chief of the Minneapolis Fire Prevention Bureau, and D. L. Jamieson, his assistant.

They discussed the use of fire extinguishers, fire prevention methods and practices. There was also some entertainment consisting primarily of a singing quartet known as the Four Singing Comedians. Strong-Scott Mfg. got out some attractive programs in color.

On Monday, Oct. 10 a windstorm of up to 90 miles an hour velocity raged in and around the Minneapolis area causing extensive damage to both business and residential property. Scores of plate glass windows were blown out, several smoke stacks blown down, one of which caved in the roof of one of our better hotels

## WHAT YOU'LL SEE IN NEW ORLEANS



Here is a famous view looking across Jackson Square in the heart of the old French Quarter. When New Orleans was founded in 1718 by Bienville, this square was called the Place d'Arms. In 1769 the flag of Spain displaced that of France in this square. The Jackson Monument in its center was designed by Clark Mills and unveiled in 1856. The buildings (L to R) are: The Cabildo, erected in 1795 and the scene of the transfer of Louisiana from Spain to France and from France to the United States in 1803; St. Louis Cathedral built in 1794 on the site of Louisiana's first church; Presbytere, used originally by the Cathedral priests; Pontalba Apartment, one of the two rows of brick structures, oldest apartment building in this country, erected by the Baroness Pontalba.

and injured several people on the upper floor.

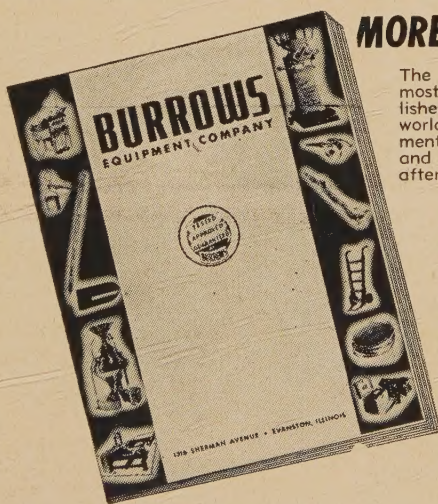
Many of our terminal elevators received damage of varying degree, mostly from sheathing being blown off or roofing being blown off.

Following a trend of recent years in Minneapolis, Osborne-McMillan Elevator Company has moved its general offices to 325 Clifton Ave. formerly the old Clifford Mansion. Originally built for a family of four, it now has been extensively remodeled for office space for 80 people with a cafeteria in the basement and

three floors of very imposing offices above. There is a large area for private parking in the rear as well as a beautiful lawn surrounding the building.

## BUFFALO DINNER HAS AFTERMATH

Plant managers of Buffalo gave a dinner to the elevator superintendents on Oct. 6. After the dinner, James O. Burns, Elev. Supt., Pillsbury Flour Mills went to a club on Delaware Ave. with Pres. C. Jersey Halstead of



## MORE Than Just Another "Catalog"

The big, new Burrows Catalog is not **ONLY** the most comprehensive volume of its kind ever published . . . it not **ONLY** makes available the world's most complete source of supply for equipment of all kinds for Grain Elevators, Feed Plants and Seed Houses . . . it **ALSO** brings you page after page of

### HELPFUL INFORMATION

Such as:

- How to calculate bu. in cylindrical bins.
- Care of fire-fighting equipment.
- Grain insects and their control.
- Increasing the service of chain drives.
- Directions for installing elevator belts.
- Calculating speed of pulleys, sheaves and gears.
- Grain grading and testing specifications.
- How to grade grain.
- And many other worth-knowing facts.

We shall be happy to send you a copy

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EQUIPMENT COMPANY

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# DON'T LET X

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#### ROBERTSON Explosion Ventilators

##### WILL

Remove the more explosive fine dust from the leg by continuous gravity action

##### WILL

Release pent-up gases and flames in case of an explosion

##### WILL

Minimize the possibility of a secondary explosion by continuously venting gases

#### ROBERTSON Ventilation Engineers

##### WILL

Inspect your elevator and recommend proper sizes and number of ventilators to secure maximum protection at minimum expense.

Write Now for Details

**H. H. ROBERTSON CO.**

Farmers Bank Building  
Pittsburgh, Pa.

the Buffalo SOGES Chapter to discuss among other things, the regular Chapter meeting on Oct. 20.

While leaving, Mr. Burns tripped and fell down the stairs, breaking his leg. He was taken to Millard Fillmore Hospital where he'll be for 6 or 8 weeks. A fellow superintendent writes GRAIN:

"I don't believe he's having too much fun with the nurses, because he's well-supplied in his own family. His wife, daughter and daughter-in-law are all trained nurses."

#### KANSAS CITY CHAPTER

We, of The Kansas City SOGES Chapter, want all of you fellows to know, what we are doing and too, what we are about to do. Bob Congrove will let you know what happened out Hutchinson way, the night of Oct. 11, 1949. His news and also a picture of that all successful meeting with a fine bunch of fellows, should tell you in a word and picture what we of K. C. have known for a long time. This Hutchinson, Wichita and Salina territory could easily be the nation's largest Chapter. Well so much for this, Bob will be along in this same issue.

The regular meeting of the K. C. Chapter was in the Pickwick Hotel, Oct. 18, 1949. T-Bone Steaks, which were very good, and the fellows were very talkative, and to some who might say why not, this was not the case, we never have the talking medicine at any of our regular meetings. We did however, have a young man from Ottawa, Kans., an accomplished pianist, who played a while for us. We want all of you to know, we had 38 members for dinner, and three more who couldn't skip their bowling, did come up for the meeting.

The President introduced three new members, Ron Krebs, Supt. Norris Grain Co. (Kansas City Southern Elevator), Wm. Shelton, Cooks Chemical Co. Mr. J. S. Foster, of Foster & Felter Co. who brought one of his field men along as a guest. We also had two men we might call once-a-year men, Ray Rigginbach of Soya Products, Gene Gray of Thompson Hayward. We were mighty glad to have our good friend Slim Carlson on hand, and he also told us what was going on in regards to the use of the paper grain door.

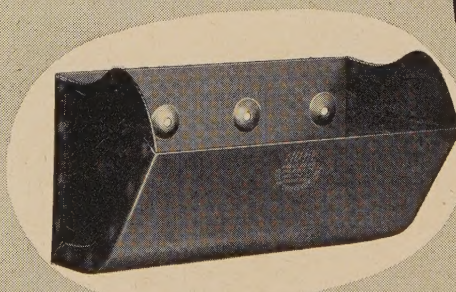
There were also Mr. Riley of the Kansas City Power & Light; also a good Joe, whom you all know by the name of Hy Arendall was all set to be in Omaha the 18th, but since this was one of the few times we were able to contact him on our meeting nights, he surprised us and was there.

The meeting was very general, and was started, after acknowledgements, with committee reports. As the committee chairman for the Hutchinson Party, Ward Stanley gave us a very good report, and also said, that the action taken by our K. C. Chapter, should stand out in National Elevator circles, as one of the greatest accomplishments for the good of the Society.

Another thing unanimously passed, was to invite Mr. Schuler, of The Federal Grain Supervision Dept. Mr. Douglas of the Kansas State Supervision, and Mr. Corell, of the Missouri Grain Supervision, to sit with us and enjoy the fine food and fellowship on Dec. 13. We wish to bring some of our problems before them, and likewise to hear some of their own problems too.

—Ralph F. Yantzi.

**BREAK YOUR CAPACITY  
BOTTLENECK WITH**



The width—the height—the depth—the contour—of this bucket have all been scientifically engineered to render the utmost in performance at the hands of users.

NU-HY Buckets scoop up a big load—retain it—deliver it! No backlegging! Elevators using them find they have eliminated the hidden losses which have plagued their operations continually.

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Write for Form No. 76 which will enable us to analyze your situation.





# ON THE SAFETY FRONT

Conducted By  
WALTER TEPPEN, SOGES Safety Director

## EXPLOSION VENTING

A meeting of the Explosion Venting Committee of NFPA is scheduled for New York City on Nov. 28 and 29. Anyone having ideas or suggestions for the committee should write to its chairman, Harold Crouch, Eastman Kodak Co., Kodak Park, Rochester 4, N. Y.

## NATIONAL SAFETY CONGRESS

At the 37th National Safety Congress in Chicago, Oct. 24 to 28, the following officers were elected for the Grain Handling and Processing Division:

Chairman—K. A. Bong, Mgr., Insurance Dept., International Milling Co., Minneapolis, Minn.; Vice-Chairman—J. W. Rogers, Safety Director, The Hubinger Co., Keokuk, Iowa.; Secretary—E. F. Gomoll, Safety Supervisor, Clinton Industries, Inc., Clinton, Iowa.

For the entire Food Section the following were selected:

General Chairman—E. G. Hutzley, Safety & Fire Prevention Engineer, Campbell Soup Company, Camden, N. J.

First Vice-Chairman—Howard T. Bond, Insurance Mgr., The South Coast Corporation, 1204 Carondelet Bldg., New Orleans, La.

Second Vice-Chairman—Burton H. May, Director of Safety & Health, Mars Inc., 2019 N. Oak Park Ave., Chicago 35, Ill.

Secretary—Gordon Morrison, Safety Director, Kellogg Company, Battle Creek, Mich.

## FACILITY FIRE BRIGADE

H. A. Straley, Grain Terminal Supt., New York Port Authority sends us his Circular Letter No. 3 which went out to all his grain terminal employees.

We can all take and use to advantage the information Mr. Straley has given us regarding a fire brigade. How many of us have given any thought concerning this question? How many fires could have been extinguished had an employee been instructed in the proper use of a fire extinguisher?

Sometime ago at a plant fire one man had been sent to get an extinguisher to put out the fire. He appeared to be gone quite a long time getting the extinguisher and another man went to investigate the delay. He found the first man looking for a pair of wire cutters to break the seal on the extinguisher. This delay could have been avoided

if the first man had been given the proper instruction and the chance to actually use an extinguisher before being called on to fight a fire.

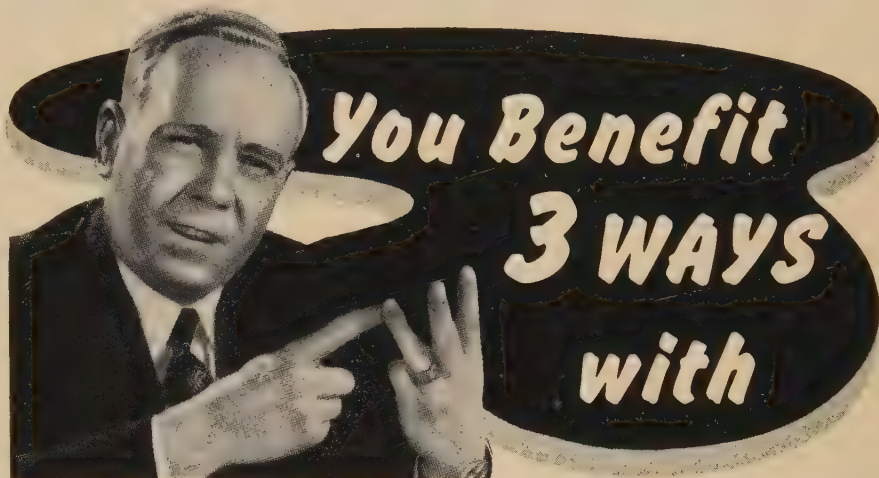
Now here is the Straley circular letter:

"To provide us with an efficient fire brigade covering the entire

facility, we have re-organized the fire brigade at this facility into a permanent one consisting of one fire marshal, two fire captains and seven men with three alternates.

"It must be remembered that most fires are discovered in their early stages and are readily controlled by using first aid fire fighting equipment.

"Due to the numerous locations at this facility where fires may originate, such as the pier, ships, barges, the elevator, shipping galleries and upland areas, the fire brigade, at the sound of the alarm, assembles at the central fire station and proceeds from this point with the proper fire fight-

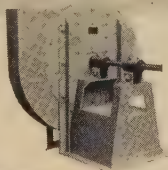


## DAY Dust Control



### Greater Safety

Removal of obnoxious dust concentrations minimizes explosive and fire hazards. A dust free plant reduces accidents. Cleaner air protects workmen's health and safety . . . helps prevent absenteeism.



### Improved Cleanliness

Reduces dust accumulations on beams, window ledges and machinery thus cutting housekeeping costs. Keeping dust out of machines prolongs their life . . . minimizes repair and replacement.



### Increased Efficiency

Improves working conditions and workmen's efficiency. Cleaner machines run smoother and give faster, more efficient production.

You get all these benefits with **DAY** Dust Control plus years of dependable, economical service.



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By skilled craftsmen who know from long years of experience what it takes to make an elevator operate efficiently and economically.

Estimates and advice of trained engineers upon request . . . no obligation on your part.

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Thirty-five Years Of Service To The Grain Industry

ing equipment. The central fire station is located on the West side on the ground floor of the Elevator and is furnished with the following first aid fire fighting equipment:

"One wheeled reel of 200 ft. 2½-in. rubber lined fire hose and nozzle and spanner wrenches; one wheeled 50-lb. CO<sub>2</sub> extinguisher; four 15-lb. CO<sub>2</sub> extinguishers; two fire axes;

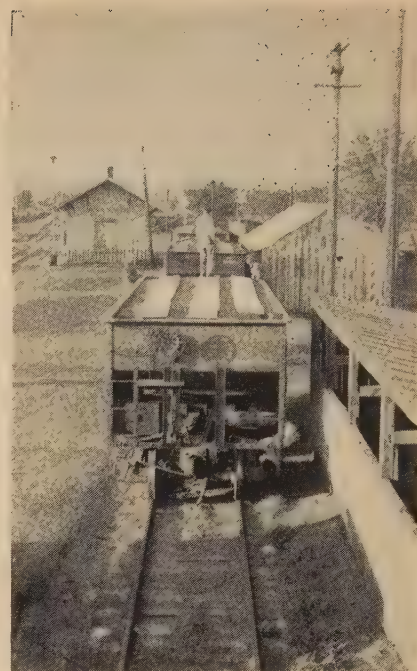
four pike poles; one coil of 50-ft., ½-inch life line; one 1-qt. vaporizing liquid extinguisher; one 12-ft. ladder.

"The above equipment is in addition to the regular fire extinguishers located throughout the facility.

"At the sound of the alarm the fire marshal goes directly to the scene of the fire and the captains and men of the brigade assemble at the central fire station. Each man has his assigned equipment to move. If the fire is on the pier or upland area where additional lengths of hose are required, the alternates move out with the second reel of 200 ft. of 2½-in. fire hose which is housed in Fire Station No. 1 located in front of the Columbia Street Pier, or Fire Station No. 2 which is located at the front of the Administration Building.

"The brigade is drilled monthly wherein actual runs are made to various locations, hoses are unreeled and connected to hydrants, and during the drill the men are paired in teams of two and each team is given instructions by actually handling the hose lines under pressure. Each man has been instructed by actually operating the CO<sub>2</sub> extinguishers.

"Any person discovering a fire will sound the fire code over the intra-plant telephone system by dialing '0009'. Upon hearing the klaxon blow nine consecutive blasts three times, he will then hang up the receiver—this will end the alarm warning. He will then dial the station number he is using, dialing '00' before the number. He leaves the receiver off the hook until after the fire is extinguished. If the person discovering the fire is a member of the fire brigade, after sounding the alarm he remains at the scene and attacks the fire by using the available fire fighting equipment at hand.



### SOYBEANS IN HOPPER CARS

Owing to the grain car shortage, some soybeans are being shipped in hopper-bottom gondolas to the terminals and plants. Above are shown some of these cars on track at West Salem, Ill. Old sacks are stuffed in hopper bottoms to prevent leakage. The soybeans were covered with roofing paper, weighted down with wooden grain car doors. However, elevator superintendents and plant executives discussing this at the National Safety Council meeting in Chicago believed it was not practical except in an emergency, and for very short hauls. Several reported soybeans were received in badly sprouted condition.

"If the fire is discovered in the elevator or the area adjacent to it, when the code is sounded during regular working hours it will be the duty of the Chief Clerk or his assistant upon hearing the fire code signal to call the City Fire Department by turning in the alarm at the box located directly outside the administration building.

"As the fire alarm code is sounded over our intra-plant dial telephone system each employee at this facility has received individual instruction in the operation of this phone system and has been supplied with a card containing the locations of all intra-plant telephones."

**WE HAVE MAINTAINED OUR LEADERSHIP IN OUR FIELD BECAUSE WE HAVE ALWAYS MAINTAINED OUR MECHANICAL AND INDUSTRIAL INTEGRITY.**



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"You say you have to work in the plant tonight? Your vacation started this morning—remember, darling?" (Famous Barr)



# Plants and People

## RECENT CHANGES

JAMES SCHOALES is now at Western Terminal Elevator, Fort William, Ont. He succeeds J. H. IRWIN who died recently.

S. O. JOHNSON has become Gen. Mgr., James Stewart Corporation, Chicago, succeeding HENRY ONSTAD who has retired and will live in Burlington, Wis., after a vacation tour of about 6 months.

## CARGILL TO BUILD CHICAGO ADDITION

Contracts have been let for a 7 million bus. addition to the present 10½ million-bus. grain elevator at Torrence av. and E. 122d St., Chicago, owned and operated by Cargill, Inc., it was announced on Nov. 1. It will be built by the Chris Jensen Construction Company, St. Paul, Minn. The Cargill Chicago elevator is the largest grain storage unit in this area.

## VETERAN SOGES MEMBER DIES

Arthur D. McPherson, Chicago representative for the Huntley Mfg. Co., died October 26 at the age of 77 years. "Mac" joined the SOGES in 1935 and was an active participant in the Chicago Chapter affairs. He defended his championship as the "top" story-teller at the annual Associates' Parties through many years.

He passed away in his sleep at his home in Elmhurst, Ill., though he had been ill for some time. Interment was in Columbus, Ohio on Oct. 31.

## MORE STORAGE FOR HUTCHINSON

Work was recently started on a 500,000 bu. annex to the elevator of the C. D. Jennings Grain Co. in Hutchinson, Kan. When finished next spring total capacity of the Jennings elevator will be 3,600,000 bus.

Almost finished in Hutchinson is the 2 million bu. addition to the terminal elevator of the Farmers Cooperative Commission Co. Total capacity at Hutchinson by the time the 1950 wheat crop starts moving will be 20,900,000 bus.

## NEW ELEVATOR FOR SACRAMENTO-YOLO PORT

The Sacramento-Yolo Port District recently awarded contracts for a 500,000 bu. terminal elevator and warehouse. The successful joint bidders were Barrett & Hilp, San Francisco, and Henry George & Sons, Spokane. The elevator which will cost \$674,446 is to be constructed at Lake Washington, across the Sacramento River from Sacramento, where

the turning basin of this deep water port will be located.

The elevator will be put in use May 15, 1950, without waiting for completion of water approaches.

The lease on the property was awarded to the firm of Kerr-Gifford & Co., which has headquarters in Portland, Ore. It gives the firm operational rights for 30 yrs.

## LONE STAR BUYS GLOBE MILLS

Early in October Lone Star Elevators, Amarillo, Texas, purchased the Globe Mills, Inc., El Paso, Texas. Besides a feed plant and flour mill the property includes a 250,000-bu. elevator. Operation will be carried on under name of Globe Cereal Mills, Div. of Lone Star Elevators.

The Lone Star firm was organized in 1930. A 2 million-bu. elevator was built in Ft. Worth. Later the company sold this and erected a 1-million-bu. elevator in Amarillo.

## LINCOLN TO HAVE NEW EQUITY TERMINAL

A contract has been awarded for a 1,125,000-bu. terminal elevator at Lincoln, Neb. for the Equity Union Grain Co., Kansas City, Mo. The foundation work has been started and it will be completed by next July.

The Equity company has the option of increasing the size of the elevator an additional 1,000,000 bus. by erection of more tanks.

Initial construction cost of the headhouse and first group of tanks is estimated at \$625,000 to \$825,000. Chalmers & Borton Construction Co., Hutchinson, Kan., is the contractor.

The terminal at Lincoln will serve Equity Union member elevators in northwestern Kansas, southwestern Nebraska and eastern Colorado. This will be the first terminal elevator owned by the company.

## GENERAL MILLS HAS NEW FLAG

The new blue and gold flag of General Mills was raised at the company's South Chicago mill and cereal plant after colorful presentation ceremonies on Oct. 12. Pres. Leslie N. Perrin, Glenn R. Krueger, President of the company's Central Division, radio star Don McNeill, and other dignitaries participated in the hour-long festivities.

South Chicago became the first of 30 General Mills plants throughout the nation to receive the new ensign. Eventually, it will fly from all company plants as a symbol of the achievements of the human resources of the organization.

The flag was received on behalf of the South Chicago plant by a committee consisting of Frank Bazar, oldest employe in point of service

# CASH IN NOW on the ACCURACY of a SEEDBURO Automatic Sampler!



You can help yourself to greater profits immediately by installing a SEEDBURO AUTOMATIC SAMPLER. It's designed to obtain a CORRECT AND TRUE SAMPLE of grain from cars or cargoes—loading in or out.

One elevator reports: "No matter how unevenly cars are loaded, the Seedburo Automatic Sampler gets a PERFECT AVERAGE SAMPLE." And, like many other elevator operators, you'll find, too, that the SEEDBURO AUTOMATIC SAMPLER provides the only sure way of getting a TRUE, AVERAGE sample from an unevenly loaded or "plugged" car of grain, seed, meal or feed! Send for descriptive literature . . . today!

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MADE STRONGER  
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and will operate more efficiently  
at less cost than other elevator  
cups.

**"DP" - "OK" - "CC" - "V"**

write to

**K. I. WILLIS CORPORATION  
MOLINE, ILLINOIS**

for names of distributors  
and analysis form No. 20

## "BART" A BENEDICT

N. E. Bartlett, well known in allied trade circles and a director of the Chicago SOGES Chapter was married on Nov. 5 to Miss Frances Olszewski also of Chicago. The ceremony was performed in St. Thomas Rectory, 5468 S. Kimbark Ave., and was followed by a reception.

## TERMINAL IN TAMPA

Ralph E. Sumner was recently appointed manager of the Tampa (Fla.) Div., Grain Processing Corporation, Muscatine, Iowa. Mr. Sumner will supervise the operation of the company's new Tampa terminal elevator, located on property between Garrison Channel and Water St., which is now in the final stages of construction.

tion. When completed the elevator will serve as a terminal for grain and grain products shipped from the Midwest to Florida. It is anticipated that the first grain will be received in Tampa during this month.

## GUMP CO. MOVING

The B. F. Gump Co., which has had its home at Congress and Canal St., Chicago, for a great many years is now moving to another building on the far-West Side. The new address will be 1325 S. Cicero Ave., after Dec. 1. Phone is Lawndale 2-1800.

The move was necessitated by the construction of the new Congress St. Superhighway which will run right through the old site.

# THE BARLEY BIN

## MOORE BARLEY RELEASED

Recently released to certified seed-growers is Moore barley developed at the University of Wisconsin in co-operation with USDA. Of good malting quality it will be available in considerable quantity next year.

Spot blotch disease, also known as foot rot, seriously damaged Pedigree 38 in 1943 and 1944. Moore is said to be as good as Oderbrucker in resistance to the disease and is much better than Pedigree 38.

Moore was selected from crosses

involving Wisconsin 38, Chevron, and the Finnish variety, Olli.

Heads of Moore barley droop less than heads of other varieties and very few break off after ripening, reports R. G. Shands, plant breeder who did most of the breeding work.

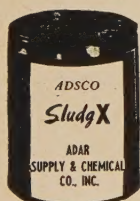
A white spring barley with six rows of smooth-awned kernels in the head, it is shorter than Oderbrucker and about the same height as Wisconsin Barbless, also known as Pedigree 38. The straw is thicker, and Moore stands up much better than the other two. Over 5 years, Moore lodged only 25% compared to 43% for Barbless and 49% for Oderbrucker.

Yields of Moore and Barbless run about the same and are above Oderbrucker. The hulls are thinner and stick tighter to their kernel, resulting in less threshing injury than in the older varieties.—Univ. of Wisconsin College of Agriculture.

**SLUDGE** in your fuel oil tank costs you money, loss of BTU, lower heating efficiency, costly shutdowns and repairs.

**ELIMINATE THESE PROBLEMS WITH—**

# SLUDG-X



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**BRUSHES RIGHT—FROM THE START—**  
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**Separator Brushes**

We can furnish separator brushes for any machine.

← **The STAR Warehouse Push Broom**

This is the broom that is used by most large terminal elevators for sweeping grain out of box cars.

**Brushes for Every Commercial and Industrial Use**

**FLOUR CITY BRUSH CO., Minneapolis 15, Minn.**

**WANTED—Grain Elevator Foreman** for Mid-Western 700,-000 bushel plant. Must be familiar with cleaning, clipping and drying operations and experienced in handling and mixing all grains. Splendid opportunity for the right man. Address: G-11-B, % GRAIN, 327 S. LaSalle St., Chicago 4, Ill.

## LABORATORY SERVICE

**ERGOTY RYE SCREENINGS**—watch top scalp or mill oat stream of your rye screenings for ergot. Send representative sample for arbitration and offer. **UNIVERSAL LABORATORIES, DASSEL, MINN.**



# FACTS...not fiction!

## Here's what Grain Elevator Superintendents say about Signode Grain Doors

"OUR EXPERIENCE  
HAS BEEN  
VERY FAVORABLE"\*



"SIGNODE  
GRAIN DOORS  
ARE TOPS"\*



"ALL  
OUR MEN  
LIKE THEM"\*

"NO HEAVY DOORS  
TO THROW IN  
AND OUT  
OF A CAR"\*



"HALF THE TIME TO OPEN,  
COMPARED TO OTHER BARRICADES"\*

"SIGNODE GRAIN DOORS  
ARE A STEP FORWARD"\*



*New 6 years ago      Proved today!*



\*Name on request

Over 500,000 already used

Grain Elevator Superintendents tell us UNLOADING TIME IS REDUCED when car doors are coopered with Signode Grain Doors...HERE IS WHY!

Proper method of opening Signode Grain Door.



1. Cut top strap clean at car door post to start flow of grain.
2. As level of grain recedes, cut remaining straps.
3. When all straps are cut, the Grain Door can be folded back out of the way for completion of unloading.

No heavy barricades to handle

No pry bar necessary

No splintering or breaking

No dangerous protruding nails

APPROVED by Association of American Railroads

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**Railroad Sales Division**  
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NOW you can insulate your plant against the h-e-a-t of the day  
and the c-h-i-l-l of the night A-N-D protect your concrete from  
further disintegration

*A T T H E S A M E T I M E*

Just think what this big  
advance step means to you!

Interesting, isn't it? --- You bet it is --- and you'll want  
to get more information just as quickly as you can by  
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